

# The China Mail.

Established February, 1845.

VOL. XLV. No. 8315.

號二月九年九十八日一千英

HONGKONG, MONDAY, SEPTEMBER 2, 1889.

日八初月八年丑己

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALEX., M. & C., Clement's Lane, Lombard Street, E.C.; GORDON STREET & CO., 30, Gt. Portland St., Gordon & GOTCH, Ludgate Hill, E.C.; HANKEY & CO., 37, Walbrook, E.C.; SAMUEL DAVIS & CO., 150 & 154, Leadenhall Street, W.M.; WILLS, 151, Leadenhall Street, E.C.; ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE.—AMBERLÉ PRINCE, 36, Rue Lafitte, Paris.

NEW YORK.—NEWARK HARPER, THE CHINESE EXCHANGE OFFICE, 52, West 23rd Street.

SAN FRANCISCO AND AMERICAN PORTS GENERALLY.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.

SINGAPORE STRAITS, ETC.—SAYLE & CO., Square, Singapore; C. HENSELER & CO., Manila.

CHINA.—MACAO, F. A. DE CRUZ, SOUZA, QUELON, & CO., Amoy, N. MOALE, SOUTON, HENRY, 10, Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

## Banks.

### NOTICE

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100, may at their credit may at any time transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 2½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor is his duly appointed agent, and the production of his Pass-Book are necessary.

For the

HONGKONG & SHANGHAI BANKING CORPORATION,  
G. E. NOBLE,  
Chief Manager.

Hongkong, January 1, 1889. 154

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000  
RESERVE FUND.....\$4,400,000  
RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COUNCIL OF DIRECTORS:  
Chairman—W. H. FOREMAN, Esq.  
Deputy Chairman—H. L. DAIRYMPLE, Esq.  
W. G. BROOKES, Esq.  
S. C. MICHAELSEN,  
T. E. DAVIES, Esq.  
J. F. HOLLYDAY, Esq.  
Hon. J. J. KEWELL,  
Hon. D. LATTON,  
K. A. SOLomon, Esq.

CHIEF MANAGER,  
Hongkong, G. E. NOBLE, Esq.  
MANAGER,  
Shanghai, JOHN WALSH, Esq.  
LONDON BANKERS—London and County Bank.

HONGKONG,  
INTEREST ALLOWED,  
ON Current Deposit, account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—  
For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted, on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,  
Chief Manager.

Hongkong, August 24, 1889. 363

## Intimations.

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED,  
7 PER CENT. PREFERENCE LOAN.

First Drawing of  
100 Debentures of £100 Each.

THE following DEBENTURES were DRAWN ON TUESDAY, 24th August, 1889, at the HEAD OFFICES of the Company, and will be Payable (together with the Second Half Year's Interest), on and after the 31st Inst., at the Office of the HONGKONG & SHANGHAI BANK.

W. HAYWARD,  
Secretary.

5 17 26 28 41 58 63  
95 106 129 153 166 206 221  
225 241 274 275 292 316 324  
374 381 394 396 404 408 405  
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Hongkong, September 2, 1889.

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Hongkong, 20th August, 1889. 1500

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This Brazilian man-of-war *Admirante Barroso* arrived here yesterday morning and exchanged salutes with the Port and the Commodore. She is a composite corvette of 1,330 tons, built at Brazil in 13° 23' by 36', and her mean draught is 17'. She has 3,200 indicated horse power, and her speed is 12' knots. She carries eight guns of the latest invention, and has a crew of 45 officers and 215 men, among the officers being Prince Augusto Leopoldo, a grandson of the Emperor of Brazil and the son of a duke. The vessel is a navigating-tug and left Rio de Janeiro on October 27th. Thence she proceeded through the Magellan Straits to Valparaiso, from thence to Sydney and from Sydney to Yokohama. On the way South she touched at Nagasaki and Shanghai, and from Hongkong she goes homeward via Singapore and the Indian ports.

At a meeting held in Brussels on July 28 of English, Belgian, Austrian, German, and Russian sugar-makers, it was resolved to create an International Sugar Bank with a capital of 3,000,000.

It is announced in a Calcutta contemporary that a Chinese Commission consisting of four members visits India shortly to inquire into Indian industries and to visit certain Government establishments in the country.

A TELEGRAM from Lisbon states:—The Portuguese Government has concluded a contract for the completion of the Dalagao Bay Railway in the Transvaal frontier with Mr Sawyer, an English engineer who had been sent to Dalagao Bay by the railway company. Mr Sawyer is the constructor of the railway from Maragogos on the coast of Goa, to the British Indian frontier.

A new departure in Freemasonry occurred on July 27 by the consecration of a Lodge intended for the convenience of Scotchmen residing in London. The new lodge, for which the warrant was granted by the Prince of Wales, is designated the Scott Lodge, and is numbered 2,319 on the register of Grand Lodges of England.

In consequence of an advertisement in the Singapore Government Gazette setting forth the intention to wind up the 'Jelbu Tin Mining Syndicate,' some Chinese took alarm, and on Saturday last week were willing to sell Jelbu shares at a very low price. The Syndicate is only the predecessor of the Jelbu Mining and Trading Company, and it is naturally to be wound up because its property was sold to the new Company.

Another serious accident occurred on the vines yesterday morning soon after nine o'clock, says the N.C. Daily News of 27th ultimo. A good-sized rice boat was under sail near Tungkao, when a sudden puff of wind capsized her. The crew consisting of some six or seven persons were drowned. While the people were in the water another boat went right over them and the boatmen about righted all they could of the wreckage, but left the crew to their fate.

SINGAPORE is in fair way to rival Hongkong in the building of steam-launches. Besides those turned out by the Docks, private firms are largely engaged in building them. Messrs Riley Hargreaves & Co. have now twelve on the stocks, and last month they launched three, the largest of which, nearly 50 tons, was for the Sultan of Kots and towed up to Kots by the a.s. Ben Song Guan. —*Singapore Free Press.*

A collision occurred in Penang harbour on Saturday night (17th Aug.) at about eight o'clock, between the B.L. steamer *Ethiopia*, which was leaving the roads bound south, and the German steamer *Amigo*, which was lying at anchor. The *Amigo* was cut from the bulwarks near the taffail down to the covering board. It is not known whether the *Ethiopia* suffered any damage, as she proceeded on her way after the collision.

The *Singapore Free Press* of 26th ult. says:—Mr E. G. Rossiter, a man from Pontianak yesterday, and leaves for England by the Mail on Friday next. The documents of the two concessions of the Straits Prospecting Syndicate at Sambas are now completed, the leases being for seventy-five years on very favourable terms.

The Landak Prospecting Syndicate, registered here under the Companies Ordinance is also at work. Its object is to make researches for gold and diamonds and obtain leases of concessions of suitable land selected by qualified men.

JEALOUSY.—The *Daili Courant* has a correspondent in North Borneo who writes that malaria strongly prevails there. Its prevalence largely depends upon the badness of the drainage, which may draw from the climate. Owing to the terrible form it takes, and often get the 'beri-beri' as well. Fever almost invariably goes before the latter. In his opinion, tobacco cultivation in Borneo will not progress fast, owing to the expense of management requiring high prices for the product to render the enterprise remunerative.

RESTRAINTS to the proposal to raise a Volunteer force at Hongkong the Admiralty and *Horse Guards Gazette* say:—Before raising the corps would be advisable, we think, to carefully consider the term upon which men should be asked to join. Of course, in a commercial centre like Hongkong, the majority have not the requisite time to spare in order to make themselves thoroughly efficient; and we would, therefore, suggest that as an inefficient force is worse than none at all, the term of engagement should be six months. Playing Members, 17; Non-Playing Members, 2; Honorary Member, 1; total, 46. We have to regret the loss of some prominent-playing members, viz., Major Churchill, Captain Des Vaux, Mr Slingsby Belcher, Lieutenant Drayton, R.A., Mr of the Royal Engineers, and others who have given so much material assistance to the Club. The financial position of the Club can be seen from the accounts, which show a balance credit of \$336.18 of which \$300.20 is cash. The number of playing members is still low; the addition of others would most materially add to the attractions of the Club, which would thus be able to get up a tournament, and also matches, which would possess more interest and 'go' than many of the games now played. It is hoped that a ground more suitable for 'rolls' and 'matches' will soon be provided; but as gentlemen must practise before playing matches, unless they wish to be a 'trotting' danger to their fellow-players, now is the time at which an association of some playing members would be most heartily welcomed.

By a letter received from the Colonial Secretary on 26th August 1888, the Causeway Bay Grounds were placed at the disposal of the Club pending the completion of the Part at Wong-ni-chung; the latter also states that 'it is to be distinctly understood that the Government will require the ground probably within the next two or three years and perhaps before.'

For this and other reasons the Committee desire to leave Causeway Bay, and not to spend more money on it. The Committee, however, are not successful in getting the latter, as suggested by the *Bulletin*, N.Y. Daily News.

In the House of Commons on the 31st July Lord G. Hamilton, in answer to Sir G. Baden-Powell, said that a telegram from the Admiral Superintendent at Malta on the 27th ult. reported that a preliminary pumping trial on board the *Sultan* had taken place, and that the water in her had been reduced 30 inches in four hours, but that he did not anticipate any news of importance with regard to her fit for service. The total sum to be paid on the salvages for placing the ship in dock at Malta was £50,000. The ship and everything on board of her was the property of the Crown.

Two other British torpedo-boats having gone down off Bruselas the Minister of Marine has ordered the whole flotilla to be examined by competent engineers.

Three boats have been towed from the Corral de Forcas of the Chancery de la Sociedad.

It is found that they have to be entirely altered above the water-line, and the question now arises whether the cost of changing them will not be nearly equal to that of building others on a safer model.

Most of the torpedo-boats which have not come out of Norman's yards at Havre are top-heavy and look most unsafe.

On the ways of the French Navy, which are leisurely and fettered by routine, those vessels were built in a hurry, and in private yards instead of in those of the State.

This year's practice of the Prussian Artillery Brigade of the Guards at Hammerstein Eastern Prussia, derived considerable interest from the fact that the exploded smokeless powder was tried for the first time in Germany, and attained the test most satisfactorily. The first regiment consisted of 120 men, the second of 100, and spent at least a day in firing all sorts of projectiles with the smokeless powder. At each shot there was visible a ball of black smoke about three feet in diameter, which quickly disappeared. The powder leaves so little refuse in the bore that it is not necessary to clean it out after every shot, but only to pass a rag slipped in oil through it now and then. In Italy similar experiments were recently made with this powder, which also yielded satisfactory results.

THE French Naval Manoeuvres have come to an end. Admiral de Poussy appears to have been most successful in his attack upon the coast as a simulated enemy. In the Mediterranean all has not gone so well.

During the second part of the Naval Manoeuvres two collisions occurred between torpedo-boats.

In addition to the port of Toulon, and while the roadstead was being swept in all directions by the electric light, the Admiral Diderot, attempted to sweep the channel. The two boats attacked by torpedo-boats, and it was in returning that the two boats came into collision, but without serious damage to each other. Almost at the same time, and not far down the coast, two other torpedo-boats came into collision, and were so much damaged as to render it necessary for them to be beached. No lives were lost. On receipt of the news Admiral Krantz ordered all the torpedo-boats to be laid up.

The Sullivan-Kilroe fight is still occupying the attention of our American cousins. In point of interest it runs the Presidential election very close. Here is what one of our contemporaries says:—Everybody who comes from the fight has a different story to tell. According to all accounts Kilroe was out of condition, but nobody seems to have noticed it until he was whipped, and nobody stops to consider how well a sick man must have been to have fought over two hours in the sun, with the thermometer at 110°. An expert physician, who was present, says Kilroe was not even so Sullivan stripped in the ring. 'I happened to be watching him,' he says, 'and I could tell from his look that he had no show. You see, they'd been telling him all along that the talk about Sullivan's condition was all bluff, and really Sullivan was in no shape at all. The look that came to his face when he saw those awful muscles uncovered was a signal of defeat.'

HONGKONG RIFLE ASSOCIATION. Shoot competition at 700 yards, ten shots. The shoot took place on Saturday, the 31st August, and Captain Ramsey, R.N., topped the list with a score of 43 points—a very popular win. The wind was rather tricky for good shooting. Appended are the scores:—

Captain Ramsey, R.N., 555452333 42  
Mr F. Fox, 5655335424 41  
Lieut. Carlyle, R.A., 2335345455 39  
Sergt.-Major Morrison, R.A., 3245564263 36  
Mr W. D. Bradwood, 5252356222 36  
P.O. Carson, 5404330083 34  
Mr E. P. Woodin, 3303335353 32  
P.C. D. McLennan, 4544053042 32  
Mr J. C. Sheldene Hooper, 1482422208 32  
Mr J. M. Atkinson, 1223830326 32  
Mr M. Suzuki, 4072342220 32  
Mr J. Anderson, 0005503324 2

DISASTROUS FLOODS AT NINGPO. OVER THIRTY PEOPLE DROWNED.

The *Shanghai Mercury* of 28th ultimo says:—On the arrival of the *Ichang* from Ningpo this morning, we learned that there had been disastrous floods in that port, and that a large number of people were reported as having lost their lives. It would seem that the goods are accounted for by two causes, the first being that on Saturday and Sunday last there were unusually high tides, which is generally the case when a strong N.E. wind blows, as it did on the dates given. The second cause was that on Saturday torrential rain commenced to fall about noon, and continued all day to come down in such torrents that Captain Dowmunt of the *Ichang* says he does not remember having ever seen such rain before in this part of the world. The river rapidly rose and overflowed the banks and banks, converting the country all round into one vast sheet of water, and so great was the volume poured into the river on Sunday, and flood tide was still on the river when off on Sunday afternoon was two or three thousand men, mostly Chinese, who had been gorged with food, and while they were wading away, and number of Chinese who were at it at the time were drowned. The current in the river was running too strongly to admit of any attempts to save them, and they were whirled away to death and never seen again. The following morning the other bridge of boats was swept away with about a dozen people, and it was said, only a few of whom were saved. The people all along the river front suffered great loss of property through the flood, and some of them are said to have lost their lives in attempting to carry away their portable possessions in boats to places of safety. The houses of the few foreign residents were flooded in the ground floor, but beyond that they are believed not to have suffered any loss. Later advices from the scene show that on Tuesday morning the floods had almost subsided, though the current was running with great difficulty. On Saturday evening the pontoon-bridge leading to the city was washed away, and a number of Chinese who were at it at the time were drowned. The current in the river was running too strongly to admit of any attempts to save them, and they were whirled away to death and never seen again. The following morning the other bridge of boats was swept away with about a dozen people, and it was said, only a few of whom were saved.

The Club was started on the 8th September 1888, and the first game was played on the 16th October 1888. The Club now numbers in all 46 Members, as follows:—

Playing Members, 17; Non-Playing Members, 2; Honorary Member, 1; total, 46. We have to regret the loss of some prominent-playing members, viz., Major Churchill, Captain Des Vaux, Mr Slingsby Belcher, Lieutenant Drayton, R.A., Mr of the Royal Engineers, and others who have given so much material assistance to the Club. The financial position of the Club can be seen from the accounts, which show a balance credit of \$336.18 of which \$300.20 is cash. The number of playing members is still low; the addition of others would most materially add to the attractions of the Club, which would thus be able to get up a tournament, and also matches, which would possess more interest and 'go' than many of the games now played.

It is hoped that a ground more suitable for 'rolls' and 'matches' will soon be provided; but as gentlemen must practise before playing matches, unless they wish to be a 'trotting' danger to their fellow-players, now is the time at which an association of some playing members would be most heartily welcomed.

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Of course,

## Intimations.

**SCOTT'S  
EMULSION**OF PURE COD LIVER OIL  
With Hypophosphites of Lime & Soda.**PALATABLE AS MILK.**

The only preparation of COD LIVER OIL that can  
be taken and digested for a long time.  
**AS A REMEDY FOR CONSUMPTION,**  
**BRONCHITIS, SICKLE-CELL AFFECTION,**  
**ANEMIA, GENERAL DEBILITY, COUGHS**  
**AND THROAT AFFECTIONS, AND ALL**  
**WASTING DISORDERS OF CHILDREN.**  
It is miraculous in its results.

Prescribed and endorsed by the best Physicians.

**SOLD BY ALL CHEMISTS**

Agents for China and Hongkong:  
MESSRS. WATSON & CO. (LIMITED),  
Hongkong, December 17, 1888.

## Mails.

**CANADIAN PACIFIC STEAMSHIP  
COMPANY.**TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIATHE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

THE British Steamship **BATAVIA**,  
2,563 Tons Register, Williamson,  
Commander, will be despatched for  
VANCOUVER, B.C., via KOBE and  
YOKOHAMA, on **TUESDAY**, the 12th  
September, at noon.

Will follow, by the S.S. **PORT  
AUSTRALIA**, on 20th September, and S.S.  
**PORT PELIERA**, on the 10th October.

Connections will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with Pacific Coast  
Points, by the regular Steamers of the  
PACIFIC COAST STEAMSHIP COMPANY and  
other Steamers.

Through Passage Tickets granted for  
England, France, and Germany by all trans-  
Atlantic lines of Steamers.

First-class Fare granted as follows:—

To Vancouver & Victoria, (Mar.) \$210.00  
To all common points in Canada and the United States] 275.00  
To Liverpool ..... 320.00

To London ..... 325.00  
To other European points at proportionate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese  
Customs, to be obtained on application.

Consular Invoices to accompany Cargo  
despatched to ports in the United States,  
should be sent to the Company's Offices,  
addressed to Mr. D. E. BROWN, District  
Freight Agent, Vancouver, B.C.

Freight will be received on board until  
4 p.m. on the 11th September.

All Parcels must be sent to our Office  
and should be marked to address in full;  
and the same will be received by us until  
5 p.m. the day previous to sailing.

For information as to Passage or Freight,  
apply to:

ADAMSON, BELL &amp; CO., Agents.

Honkong, August 20, 1889. 1683

## Mails.

**NOTICE.**COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOATS POSTE FRANCAISE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE AND BORDEAUX.

ON **TUESDAY**, the 12th September,1889, at noon, the Company's  
S.S. **VOLGA**, **GOVERNMENT MAIL**,  
WITH PARCELS, PASSENGERS, SPAGHETTI,  
AND CARGO, will leave this Port for the  
above places.Cargo and Spaghetti will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till

noon.

Cargo will be received on board until 4  
p.m., Spaghetti and Parcels until 3 p.m. on  
the 11th September, 1889. (Parcels are not  
to be sent to our Office; they must be left at  
the Agency's Office.)Contents and value of Packages are re-  
quired.For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,

Agent.

Honkong, August 30, 1889. 1683

## Merchant Vessels in Hongkong Harbour.

Exclusively of Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

Green Island. Vessels near the Hongkong shore are marked **a**, near the Kowloon shore **b**, and those in the body of theHarbour or midway between each shore are marked **c**, in conjunction with the figures denoting the sections.Shipping or midway between each shore are marked **d**, in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's to the P. &amp; O. Co.'s Office.

5. From P. &amp; O. Co.'s Office to Pedder's Wharf.

6. From Pedder's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kelle's Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

In port on August 26, 1889.

SHIPPING IN CHINA, JAPAN,  
PHILIPPINES, AND SIAM  
WATERS.

## WHAMPOA.

Vessel's Name. Flag &amp; Rig. Dimensions.

Amyo. Ger. str. Hongkong

Kutang. Brit. str.

## AMYO.

In port on August 26, 1889.

## MERCHANT STEAMERS.

Tawan. British.

## MERCHANT BUILDING VESSEL.

Krishnamon. Ger. str. Shanghai

## Orient. Ger. str.

## FOUCHOW.

In port on August 24, 1889.

## MERCHANT STEAMERS.

Crown of Aragon. British.

## Ghaze. British.

Menmuir. British.

## MERCHANT SAILING VESSEL.

Basuto. Brit. bge.

## Charley. Brit. bge.

Perle. Brit. bge.

## SHANGHAI.

In port on August 28, 1889.

## MERCHANT STEAMERS.

Bank Henriksen. Norwegian.

## Bengoe. British.

Feschoe. Chinese.

## Fungchun. Chinese.

Fushun. Chinese.

## Glenfield. British.

Hector. British.

## Kiafong. British.

Kiang-piu. Chinese.

## Kiang-yung. Chinese.

Kiang-yi. Chinese.

## Kuling. British.

Kung-wo. British.

## Kutang. British.

McBeth. British.

## Ningpo. German.

Norther. British.

## Robille. British.

Shanghai. British.

## Stora Nordiske. Danish.

Swatow. German.

## Volga. French.

Yikang. British.

## Yuen Wo. British.

## MERCHANT SAILING VESSEL.

Aurora. Brit. bge.

## Cape City. Brit. bge.

Chihaya Maru. Japan. bge.

## Fortane. Siam. bge.

Mary Stewart. Brit. bge.

## Occidental. Amer. sh.

Satsuma. Brit. bge.

## Siam. Siam. bge.

Sunbeam. Brit. bge.

## NAGASAKI.

In port on August 21, 1889.

Kozaki Maru. Japan. bge.

## Leomore. Aust. bge.

Nioya. Brit. bge.

## YOKOHAMA.

In port on August 16, 1889.

## Arctic. Brit. sch.

Christian. Ger. bg.

## Kazan'l' Crowell. Amer. bge.

Esmeralda. Brit. sch.

## Queen. Amer. sch.

Selkirk. Brit. sch.

## Thomas Dana. Am. sch.

## HIOGO.

In port on August 20, 1889.

Ben Nevis. Brit. sh.

## Chesborrough. Amer. sh.

Fred. E. Taylor. Brit. sh.

## H. B. Carr. Brit. bge.

Manuel Laguno. Amer. sh.

## Wildwood. Brit. sh.

## MANILA.

In port on August 13, 1889.

## MERCHANT STEAMERS.

Foyle. Brit. str. Liverpool.

## Glancy. Brit. str. London &amp; L. P.

Reina Mercedes. Spain. str. Liverpool &amp; Spain.

## Ruyedal. Brit. str. Hamburg.

## MERCHANT SAILING VESSEL.

Cashmere. Brit. bge. San Francisco.

## Favonius. Brit. str. San Francisco.

Minister of Marine. Brit. str. discharging.

## ILIOLO.

MERCHANT SAILING VESSEL.

Luxor. Brit. bge. New York.

Mary A. Troop. Brit. bge. United States.

## CEBU.

China. Ger. str. uncertain.

## MERCHANT SAILING VESSEL.

Luzon. Amer. bge. United States.

## Nellie M. S. S. S. Amer. bge. United States.

Pilgrim. Amer. bge. New York.

## BANGKOK.

In port on August 17, 1889.

## MERCHANT SAILING VESSEL.

Augustina. Gen. bge.

## Bua Pan. Siam. bge.

Com. Robert. Ger. bge.

## Concordia. Ital. bge.

Elmstone. Aust. bge.

## Emma Muller. Ger. bge.

Filippo. Ital. bge.

## Galatho. Norw. bge.

Gehon. Aust. bge.